

City of Springfield
Regular Meeting

MINUTES OF THE REGULAR MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY, JULY 19, 2004

The City of Springfield council met in regular session in the Council Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday, July 19, 2004, at 7:20 p.m., with Mayor Leiken presiding.

ATTENDANCE

Present were Mayor Leiken, Councilors Ballew, Lundberg, Fitch, Ralston and Woodrow. Also present were City Manager Mike Kelly, Assistant City Manager Cynthia Pappas, City Attorney Joe Leahy, City Attorney Meg Kieran, City Recorder Amy Sowa and members of the staff.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Leiken.

SPRINGFIELD UPBEAT

CONSENT CALENDAR

Councilor Lundberg asked to have the June Disbursements (Item 1.c.) pulled from the Consent Calendar due to a conflict of interest.

IT WAS MOVED BY COUNCILOR FITCH, WITH A SECOND BY COUNCILOR BALLEW, TO ADOPT THE CONSENT CALENDAR WITH ITEM 1.C. REMOVED. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

1. Claims

- a. Approval of the April 2004 Disbursements for Approval.
- b. Approval of the May 2004 Disbursements for Approval.

2. Minutes

- a. July 6, 2004 – Work Session
- b. July 6, 2004 – Regular Meeting
- c. July 12, 2004 – Work Session

3. Resolutions

- a. RESOLUTION NO. 04-31 – A RESOLUTION TO ACCEPT PERMIT PROJECT P30348 “T” STREET IMPROVEMENTS, 1300 BLOCK.

4. Ordinances

5. Other Routine Matters

- a. Reject all Bids for Trunk Sanitary Sewer (Project P20329) and Trunk Storm Drain (Project P20208) in the Martin Luther King, Jr. Parkway.

ITEMS REMOVED FROM THE CONSENT CALENDAR

1. c. Approval of the June 2004 Disbursements for Approval.

IT WAS MOVED BY COUNCILOR FITCH WITH A SECOND BY COUNCILOR BALLEW TO APPROVE ITEM 1.C. THE MOTION PASSED WITH A VOTE OF 4 FOR AND 0 AGAINST (1 ABSTENTION – LUNDBERG)

PUBLIC HEARINGS

1. Annexation of Territory to the City of Springfield and Extraterritorial Sanitary Sewer Extension (Journal Numbers LRP2004-00015 and LRP2004-00016).

RESOLUTION NO. 04-32 – A RESOLUTION INITIATING ANNEXATION OF CERTAIN TERRITORY TO THE CITY OF SPRINGFIELD AND REQUESTING THAT THE LANE COUNTY LOCAL GOVERNMENT BOUNDARY COMMISSION APPROVES THE ANNEXATION AND EXTRATERRITORIAL SANITARY SEWER EXTENSION.

City Planner Sarah Summers presented the staff report on this item. The City Council is authorized by ORS 199.490(2)(a)(B) to initiate annexation upon receiving consent in writing from a majority of the electors registered in the territory to be annexed and the owners of more than half of the land to be annexed. Consent from all the property owners has been given, and the applicant has provided evidence that there are no registered voters on the site.

The tax lot contains a house. The applicant plans to remove the house and subdivide the property into 12 single family residential lots. The property is located within the UGB, but it is not adjacent to the Springfield City Limits. The city can ensure a minimum range of urban services including but not limited to police, fire protection, library, parks and recreation, storm sewers, and schools. Rainbow Water District currently serves the site. The Springfield Utility Board (SUB) will begin water service to the site on the first day of the July following annexation. Sanitary sewer can be supplied to the site with an extraterritorial extension of a sewer line. The City Council Resolution will be forwarded to the Lane County Local Government Boundary Commission.

Councilor Ballew asked how this extension of the sewer line would tie in with the pumping station that will be built in that area.

Supervising Civil Engineer Don Branch said there is an existing sewer line on 19th Street that runs past this property. It is dry now, but will be tied in.

Mayor Leiken opened the public hearing.

No one appeared to speak.

Mayor Leiken closed the public hearing.

Councilor Ballew will not support this because it is an island annexation.

IT WAS MOVED BY COUNCILOR FITCH WITH A SECOND BY COUNCILOR WOODROW TO ADOPT RESOLUTION NO. 04-32. THE MOTION PASSED WITH A VOTE OF 4 FOR AND 1 AGAINST (BALLEW).

2. Amendment of Local Fuel Tax Ordinance.

ORDINANCE NO. 1 – AN ORDINANCE AUTHORIZING PARTIAL REFUNDS FROM THE BUSINESS LICENSE TAX ON MOTOR VEHICLE FUEL DEALERS FOR PERSONS CERTIFIED BY THE CITY FOR SPECIAL REFUNDS, PROVIDING FOR ADMINISTRATION, ENFORCEMENT AND COLLECTION OF THE TAX; AMENDING SECTIONS 7.500 AND 7.536 OF THE SPRINGFIELD MUNICIPAL CODE, AND ESTABLISHING AN EFFECTIVE DATE. (FIRST READING)

Technical Services Manager Len Goodwin presented the staff report on this item. At the request of the trucking industry, staff have studied the impact of the local fuel tax on commercial vehicles with a gross weight of over 26,000 pounds. Since these vehicles are exempt from the State Fuel tax but subject to both the State weight-mile tax and the Springfield local fuel tax, it appears that the local fuel tax may have a disproportionate impact on these vehicles, which may justify a partial rebate of local fuel taxes.

The proposed ordinance would establish a program authorizing refunds of eighty percent of local fuel taxes for those trucks that are subject to the weight-mile tax and are fueled at bulk fueling facilities within the City of Springfield. Staff believes that the fiscal impact of such a refund would be about \$136,000, and would not adversely affect the ability of the city to meet revenue targets for the Street Fund established by the council in 2002. More detail is provided in the Council Briefing Memorandum included in the agenda packet.

Mr. Goodwin said at the time this was passed there was little data on this type of tax. He described other cities and the amount of tax collected by them from this tax. The trucking industry brought this to the attention of staff and asked them to look at the tax because it was having an unusual impact on them. A very small percentage of their driving miles actually occur in the City of Springfield. Eighty percent of fuel is subject to the weight mile tax. Staff analysis shows that if the city refunds eighty percent of the tax that is imposed on the heavy vehicles, they would come closer to restoring the balance which council intended when they first adopted this ordinance. Mr. Goodwin has drafted an ordinance that accomplishes that objective. He drafted this ordinance in close consultation with the Oregon Department of Transportation (ODOT) to minimize the adverse impact of additional cost of administration and in consultation with the trucking industry to meet some of their concerns.

Mayor Leiken opened the public hearing.

1. Gary Reed, Reed's Fuel and Trucking, 4080 Commercial Avenue, Springfield, OR. Mr. Reed said he appreciated the opportunity to speak before council. His company employs ninety-seven people and they have fifty-seven pieces of equipment. These vehicles exceed 80,000 pounds each. To date they have paid over \$15,000 on the city fuel tax. Looking at

the remainder of the year, the total for the year would exceed \$30,000 paid to the City of Springfield based on the fuel tax. At the present time, they have 25,000 gallons of fuel storage on site. They pay PUC's based on actual miles traveled with the vehicles. Presently, they are running ninety-seven percent of their miles outside of the City of Springfield.

Councilor Ballew said Mr. Reed has a legitimate concern. She said a lot of weight on roads is geometric increase regarding the wear and tear on the road. She wants a fair deal for the truckers and for the city as well.

Mr. Reed said the State of Oregon stipulates trucks can only carry six hundred pounds per square inch weight per tire. That equates to 13,200 pounds on the steer axles, which would give you one tire on each side. They haul 34,000 pounds on the drive axles, which are the two axles that drive the vehicle. The PUC's are based on the axles on the highway. In addition, the state and federal government have a bridge law formula that takes the distance between each axle as calculated on the deflection of the road and they stipulate how much weight can legally be carried. His trucks get weighed frequently. He is not here to say they should not pay anything at all, but are willing to pay their fair share.

2. Rick Nelson, Morris O. Nelson and Sons Trucking, 3112 Industrial Avenue, Springfield, OR. Mr. Nelson said their company employs sixty-five people and fifty-two trucks. The trucks range in weight from 46,000 to 105,500 pounds loaded. To date, Nelson and Sons has paid \$17,469.39 towards the three cent fuel tax in Springfield. Most of their trucks run outside the City of Springfield. Their company is willing to help out city streets, but would like the city and council to look at a fair compromise.

Councilor Ralston confirmed the amount both companies anticipated paying for the whole year if the tax remained in place without the eighty percent refund.

Mr. Nelson submitted for the record a letter describing the amount paid to the city since December 2003.

3. Terry Leavitt, Leavitt's Freight Service, 3855 Marcola Road, Springfield, OR Mr. Leavitt said his company runs about seventy-five over the road trucks and have about one hundred employees. He appreciates Mr. Goodwin and other staff and their work on this option. He said it looks reasonable to them. Leavitt's is an interstate company and runs approximately less than one percent of their miles in Springfield. In addition to the bulk fueling they have here and the differential in the price of on road fueling, they encourage their drivers to buy their fuel at their local terminal. It has been difficult with the three cent fuel tax in Springfield. He discussed the other taxes they are also subject to pay. This is a necessary remedy to reduce the burden on the trucks.

Mayor Leiken asked about the OTIA III Bridge Bill and if the trucking industry is required to pay an additional amount from that bill as well.

Mr. Goodwin said part of the OTIA III legislation was an increase in weight miles.

Mayor Leiken closed the public hearing.

Councilor Ralston asked if there were other companies that were not present tonight that could have the same argument.

Mr. Goodwin said there are at least seven or eight companies affected in Springfield.

Mr. Reed said the three here tonight are the largest three carriers in the area. The stipulation of this ordinance as amended would be that the refund would only be for those who applied, it is not across the board. There is some work involved on the part of the company.

Mr. Goodwin said including these three companies there are nearly 400-500 people employed in this industry in Springfield.

Councilor Ralston asked if the estimated revenue from this fuel tax that staff projected when this tax first went into place was \$650,000 a year. That was correct. He asked for the actual numbers.

Mr. Goodwin said that actual figures would be closer to \$985,000.

Mayor Leiken noted that the three firms represented are Springfield firms and not national companies.

Councilor Fitch said she has been in on discussions with staff and the trucking firms and feels this is a win-win situation. Something the city instituted for a definite necessity for the city had an unintended consequence of almost double taxation. There has been a lot of work on this and she appreciates Mr. Goodwin and staff for their work. She also appreciates Mr. Reed's comment that some companies may choose not to apply for this rebate. This amendment is a way to keep the city fair and equitable with our companies. We never intend to double tax or collect something that we shouldn't.

Mayor Leiken said the second reading is scheduled for July 26.

NO ACTION REQUESTED. FIRST READING ONLY.

BUSINESS FROM THE AUDIENCE

1. David Cole, 1336 Modoc Street, Springfield, OR. Mr. Cole said citizens of Springfield are paying too much for the police force. We are paying for professionals, but are getting less than professional service. He discussed instances where he has noted police that have not stopped for a stop sign, have not used their turn signals and have been without their seatbelt. He does not feel he can support more money or more facilities for a police force that doesn't show the professionalism they should. People he has talked to have received a negative attitude from police officers when they file a report. He said we can make it better. Until that is done, he cannot support any more money or anything for the police department. Professionalism on the police force is an absolute requirement and we cannot expect to enhance our quality of life without that.

Councilor Fitch asked Mr. Kelly to look into Mr. Cole's comments.

2. Alex Gardner, District Attorney for Lane County, P.O. Box 8304, Coburg, OR. Mr. Gardner spoke in support of Police Chief Smith and his efforts to get a jail. The absence of an

adequate jail is the single largest barrier to effective law enforcement. If Springfield builds a jail it will help. It will not address all the problems, because it would not house felons, but it is a start. He has dealt with many police agencies in many jurisdictions. The Springfield police department is exceptionally strong in regards to the quality of their police work.

Councilor Fitch asked how Springfield having a jail would specifically benefit Lane County.

Mr. Gardner said there is an overlap of criminals. If Springfield could house people who are out regularly committing crimes in Lane County, they are going to be committing fewer crimes. Criminals do not always differentiate between jurisdictions when they are committing criminal behavior. It would be valuable if the criminal population believed that at least once in a while law enforcement had some sanctions. It could deter them from some of the criminal activity that Lane County is addressing now. He does not see a Lane County jail expansion in the near future. Even if all of the 119 jail beds at Lane County that are closed were opened, it wouldn't substantially address the problem. The most recent data they have suggests that Lane County would have to open those beds and add approximately 400 more in order to keep eighty percent of the sentences served. If Springfield could address their problems locally, it could help to be more effective in dealing with this problem.

Councilor Ballew thanked Mr. Gardner for attending the meeting.

Mayor Leiken said Mr. Gardner's comments are consistent with Doug Harclerod's regarding the jail.

CORRESPONDENCE AND PETITIONS

1. Correspondence from Roy J. Orr, CEO of McKenzie Willamette Medical Center, 1460 G Street, Springfield, OR Regarding Community Comments on the Proposed EWEB Hospital Site.

IT WAS MOVED BY COUNCILOR FITCH WITH A SECOND BY COUNCILOR BALLEW TO ACCEPT THE CORRESPONDENCE FOR FILING. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

BUSINESS FROM THE CITY COUNCIL

1. Committee Reports
 - a. Councilor Fitch said she met with staff members and members of the Glenwood community regarding issues pertaining to a potential Urban Renewal District and/or the effects it could have as development occurs in Glenwood. There were about twenty-five people in attendance. She was not able to stay until the end, but was able to answer questions for about an hour. There are still a lot of concerns by residents about what the future might hold and where these citizens will be in this situation. The son of the property owner of the mobile home park was there and had several questions. No one knows how soon development could occur. It is important to keep the dialogue open.
 - b. Councilor Ralston reported on the Lane Regional Air Pollution Authority (LRAPA) Board. The nuisance odors regarding the Baxter Plant in Eugene have been a constant

issue at LRAPA meetings, with people testifying against the odors. The state has not enforced the nuisance odor because it is subjective to interpretation. They cannot prove that it is toxic. People are asking LRAPA to shut the plant down. They will not be doing that soon, but will be debating that issue. Another item that has come before the LRAPA Board is the Coburg Power Plant and air quality issues associated with emissions. It will be at least one year before anything happens with that because LRAPA has required them to make base measurements of air quality and make modeling that will determine the affect air flow through the valley and through Cottage Grove and Oakridge will have on those communities.

Mayor Leiken noted that the Baxter Plant was built prior to the homes.

Councilor Ralston said it is difficult and is the result of poor planning and zoning. The only options are to fine the plant \$10,000 a day which would close the plant, or tell residents to move. There are a lot of high wage-paying jobs at this plant. He has toured the plant and understands how the odors could be an issue. It is located in the Roosevelt area in Eugene. Another complication is that nearby railroad ties have recently been replaced and there are storage tanks with diesel, so it is hard to pinpoint the actual source.

- c. Mayor Leiken asked Mr. Kelly to report on the Public Safety Meeting. Also, there was a meeting for the Tourism Task Force that the Mayor was not able to attend, but he did get an update from that meeting. There was a presentation by Mike Sullivan from the City of Eugene which focused on downtown Eugene. Mayor Leiken discussed the Sports Center and Lively Swim Center in Springfield as tourism attractions in Springfield. He noted that both John Tamulonis, Community Development Manager from the City of Springfield and Dan Egan, Springfield Chamber of Commerce Executive Director, were two key people from Springfield who attended the meeting. He noted that the Sports Center has an opportunity to be a big tourism draw.

Mr. Kelly said he and Police Chief Smith attended the Public Safety Meeting at the Serbu Center. This was the second meeting. The group was formed to discuss common solutions to the public safety issue which has caused Springfield to consider building a jail. The group had brainstormed ideas at the first meeting. At this second meeting, Sheriff Clements came with a proposal in hand and asked for everyone's views. The collective solution included a small down-payment towards restoring jail beds to assist Lane County with long-term solutions. Some people advocated for this proposal and others discussed the inherent difficulties of timing and cost. In the end, only two people supported putting something on the November ballot. Eighteen people voted no, not because it is not needed, but because there is not time to get it on the ballot. They did discuss getting together in mid-August to discuss Springfield's proposal. There is a group called the Public Safety Coordinating Council (PSCC) which is set up by state law at the county level to coordinate public safety issues. Many who attended the Public Safety Meeting are members of the PSCC. The PSCC takes the summer off and council will be meeting in August to make a decision on the Public Safety Facility and/or Jail proposal for Springfield. There is a PSCC meeting scheduled for August 26, which is too late to assist council in their deliberations about this issue. With the defeat of the Lane County proposal at the Public Safety Meeting, Mr. Kelly asked members if they would be willing to meet to give council some constructive comments sometime the second or third

week of August. They may meet again to review what council reviewed tonight to get their perspective on this issue.

BUSINESS FROM THE CITY MANAGER

1. Bid Award for Glenwood Wastewater Trunk Sewer – Project P20278.

Supervising Civil Engineer Don Branch presented the staff report on this item. Bids have been received on the subject project and award by council. It is now necessary to move to construction. Additional funding for the project is necessary.

Several different alternatives for this project were bid as explained in the Council Briefing Memorandum included in the agenda packet. The recommended contract award involves the installation of a trunk sewer on Franklin Boulevard starting 400 feet east of Glenwood Boulevard and extending east to the Franklin Boulevard/McVay Highway intersection, then south 100 feet on McVay Highway. This area was noted on a map that was on display at the council meeting. The following bids were received and opened on July 8, 2004 for the recommended option:

| | |
|------------------------------|----------------|
| Wildish Construction Company | \$1,253,390.00 |
| James W. Fowler Company | \$1,628,780.00 |
| Eugene Sand & Gravel, Inc. | \$1,625,600.00 |

Wildish Construction Company is the low bidder on this project. Award of the project will require council approval of a budget transfer of \$300,000 to the current \$1.2 million Glenwood Trunk Sewer project budget, as explained in the Council Briefing Memorandum included in the agenda packet. The laterals would allow property owners to connect to the line when they annex to the city. Property owners have been notified that this will not be abatable until late 2005 and early 2006.

Mr. Branch said they bid two options for the project; a shallow option and a deep option. The deep option was included in hopes that the cost differential would not be too much and they could eliminate a pump station at the intersection of Nugget Way and 19th Avenue. However, the bids for the deep option came in about \$500,000 more and that would not include an eight inch line that runs between Nugget Way and McVey Highway. It is more cost effective to run with the shallow option.

Councilor Ralston asked where the \$300,000 would come from.

Mr. Branch said there has been \$1.75M of city funds budgeted for the Jasper Trunk Sanitary Sewer. Staff recommends that the \$300,000 is transferred from that project to this project. With the next Capital Improvement Program (CIP) process, staff would bring to council options for funding Jasper Trunk Sewer.

Councilor Ballew confirmed this funding is restricted for sewer projects.

Mr. Kelly said the city is putting this sanitary sewer in at this site because there is a lot of construction that will be taking place above ground and we need to get our sewer line in before that construction takes place. ODOT is mandating we put this in so they can proceed with Bus Rapid Transit (BRT) and other issues. Late 2005 or 2006 should give the city time to work with

Urban Renewal, if that is council's desire in Glenwood, and come up with a riverfront development plan that is acceptable to the majority of owners. His concern is that there may be people wanting to hook up to those lines before an adopted plan is in place. This council supports this and because there is no charge, we can deny connections. He would urge council to not allow connections until an adopted plan is in place. Another concern is that some of these adjacent properties to this trunk line may have failing septic tanks and drainfields. They may apply to Lane County for rights to connect to the sewer or replace the drainfield. The issue then becomes, if the sewer is right there, and there isn't adequate room for a drainfield, could the sanitarian direct the city to allow connections. Not without annexation. If people start connecting to the trunk line because of septic difficulties and they want to expand, the city loses the opportunity to make a better plan for Glenwood. The issue of connectivity to this sewer line is something council needs to guard against until they are comfortable that what they want to see in Glenwood can take place.

Councilor Ralston asked if we need to limit connection to it because we may overuse capacity.

Mr. Kelly said staff has gotten direction from council that the riverfront property is special property and needs planning as they develop the riverfront property. Without sanitary sewers, not a lot can be done. Through annexation they can get municipal services. If they start letting anyone who wants to connect to it, connect and put in the uses they want to put in, then the idea of building something better is lost with short-term gain. That line is only being put in now as a dry line to get out of the way of other construction. People are not being charged for it and we must be selective when those lines are connected to realize the potential of Glenwood.

Councilor Fitch said Mr. Kelly made an excellent point. In meeting with property owners in Glenwood, they said that if they are going to put money into development, they want a hope or belief that what will go in next door will be a similar improvement. The planning department has done a great job using their grant money to look at development along the river. Part of that requires that the city, whether it is through an Urban Renewal District or something else, come in with infrastructure with a plan in place. Several property owners said this area is a diamond in the rough. She discussed learning from the past and planning something that will last into the future. Look at this area and see what it can become, and then help work together to see the plan come together. She agrees with Mr. Kelly. The timing is right now to put the sewer line in, but it is not time to piecemeal connections to the sewer line. One of the property owners at their meetings said he did not want this to become a piecemeal development with odds and ends. With a full plan, including development along the river and an Urban Renewal District, we can accomplish a positive vision.

Councilor Woodrow asked Mr. Kelly if we could restrict connection without a council approved master plan.

Mr. Kelly said people must annex to get sewer services. Those properties that front this line that are not annexed would have to annex. Annexation is somewhat discretionary. The city has powers regarding annexation and powers to deny applications for annexation. No one is being charged for this line. Hopefully, this will not become an issue and in a couple of years the city has a plan in place and we could be ready for the hook-ups.

Councilor Woodrow asked if this is something we should let the Glenwood residents know.

Mr. Kelly said the residents have been notified of this timeline and that there will be no connections until late 2005 or early 2006. Staff feels that the city should not let people plan on connecting on the near term. Our planning effort could coincide with connections. Some of the uses may be fine, but others may not. At this time, businesses cannot expand on septic, and that is why many of them have not expanded.

Mr. Branch said they did hold an open house on this, but only about ten property owners attended. At that meeting, it was pointed out to all of them that the city would restrict connections to the city sewer. The city has also sent out flyers on two different occasions to all residents saying the same thing.

Councilor Lundberg said the timing is right to put in these sewer lines. She is supportive of Glenwood developing because of the beautiful riverfront property. The city needs to remain sensitive to the residents first because it is their community. She does not have an issue with taking it from the Jasper project because there is much more going on in Glenwood.

Councilor Ballew asked how soon construction would begin on the sewer lines.

Mr. Branch said it would start as early as this August.

Councilor Ballew asked if both Oregon Department of Transportation (ODOT) and Springfield Utility Board (SUB) will work with the city as far as scheduling.

Mr. Branch said they have worked out a construction schedule with the various agencies. The sewer will go in first as it is the deepest, then SUB will install their water mains, LTD will construct several transfer stations along Franklin Boulevard and then ODOT will put down their overlay.

Councilor Ralston said he understands Mr. Kelly's strategy along the river and anything north of Franklin Boulevard, and limiting hooking up three or four blocks south of Franklin Boulevard, but there are large neighborhoods that would like to annex south of that area.

Councilor Fitch said after listening to many of the people in Glenwood, the cost to put the laterals down those streets would be so expensive that many of them would not be able to annex. If there was an Urban Renewal District for that area, the district could assist with the laterals to get closer access for those property owners.

Mr. Kelly said his comments dealt with Franklin Boulevard and the area north and immediately south. In the next twenty to thirty years all of Glenwood will be sewerred. Our focus is on the riverfront property to make it special. If that area becomes more valuable, the additional funds could go into the district to assist others to hook in later at a more affordable cost. It all works together and the city would like a couple of years to work out those plans. The beneficiary of that plan will be the people in Glenwood and Springfield as that becomes a very special place in our community.

Mayor Leiken said from a development standpoint, we are putting together our own CCR's. If we have the opportunity to look at it from this standpoint, let's take advantage of it while we can. A lot of that vacant property has not gone down in price, but continues to go up in value. People aren't losing money by waiting to annex.

IT WAS MOVED BY COUNCILOR FITCH WITH A SECOND BY COUNCILOR BALLEW TO APPROVE TO AWARD THE SUBJECT CONTRACT TO WILDISH CONSTRUCTION COMPANY IN THE AMOUNT OF \$1,253,390.00. AUTHORIZE TRANSFER OF ADDITIONAL FUNDS FOR THE PROJECT, MOVING \$300,000.00 OF BUDGETED SANITARY SEWER SYSTEM DEVELOPMENT CHARGE FUNDS FROM THE JASPER ROAD TRUNK SANITARY SEWER PROJECT. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

2. Amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan), Chapter III, Section G. Public Facilities and Services, Chapter V Glossary; and Amendments to the Public Facilities and Services Plan, a Functional Plan of the Metro Plan (Jo.No. LRP2004-00001), Metropolitan Wastewater Management Commission, Applicant.

ORDINANCE NO. 6093 – AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA GENERAL PLAN TEXT, CHAPTER III, SECTION G PUBLIC FACILITIES AND SERVICES ELEMENT AND CHAPTER V GLOSSARY; AND ADOPTING A SEVERABILITY CLAUSE.

ORDINANCE NO. 6094 – AN ORDINANCE AMENDING THE EUGENE-SPRINGFIELD METROPOLITAN AREA PUBLIC FACILITIES AND SERVICES PLAN (PFSP) BY ADDING NEW TABLES AND MAPS IDENTIFYING WASTEWATER TREATMENT FACILITIES AND CONVEYANCE SYSTEMS IN CHAPTER II; AMENDING CHAPTER IV WASTEWATER SYSTEM CONDITION ASSESSMENT AND ADOPTING TABLE 16A; ADDING A NEW CHAPTER VI AMENDMENTS TO THE PFSP; AND ADOPTING A SEVERABILITY CLAUSE.

Planning Manager Greg Mott presented the staff report on this item. The subject amendments to the PFSP are required to comply with State of Oregon Administrative Rules for public facilities plans. The amendments to the Metro Plan are required to make these two documents consistent.

The subject amendments were the subject of a joint elected officials' public hearing on June 22, 2004. Two people testified at this hearing, though only the representative of the Home Builders Association of Lane County provided testimony related to the proposed amendments. Please refer to Attachment 1 for more information regarding this testimony and the staff's response.

The ordinances have been changed slightly because of some repaging that was done. Council received copies of the amended ordinances. Mr. Mott noted the changes and corrections on the new ordinances. The City of Eugene Council will meet on July 26 for adoption of these ordinances and Lane County Board will meet August 3 for their third reading. Lane County will announce their fourth reading and adoption following the August 3 meeting.

Councilor Ballew asked if they anticipated any changes to these ordinances following the meetings from the City of Eugene and Lane County.

Mr. Mott said they are not anticipating any changes.

Mayor Leiken thanked Environmental Services Manager Susie Smith for her work on the issue of Coburg joining the Metropolitan Wastewater Management Commission (MWMC) and the many

other projects she is involved with. Springfield council made it clear that Springfield is interested in the Coburg issue, but it will be a long process. Ms. Smith has had a lot of issues to deal with in the City of Springfield and Mayor Leiken thanked her for her work on all of the projects. Coburg has to be patient. If Ms. Smith cannot get to the Coburg issue until January, that is not a problem. For a project that is going to extend out for years, getting to it in January is quite good.

IT WAS MOVED BY COUNCILOR FITCH WITH A SECOND BY COUNCILOR BALLEW TO ADOPT ORDINANCE NO. 6093. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

IT WAS MOVED BY COUNCILOR FITCH WITH A SECOND BY COUNCILOR BALLEW TO ADOPT ORDINANCE NO. 6094. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

BUSINESS FROM THE CITY ATTORNEY

ADJOURNMENT

The meeting was adjourned at 8:25 p.m.

Minutes Recorder Amy Sowa

Sidney W. Leiken
Mayor

Attest:

City Recorder